MEMBER: ഇപ്പോൾ വളരെ മുറവി പോകേണ്ടിയിരിക്കുന്നു. അതുകൊണ്ടു ഉടനെതന്നെ പ്രവർത്തിക്കണം.

DEWAN: അന്യരുടെ സ്ഥലത്തിൽ പ്രവേശിച്ചു തോടുവെട്ടാൻനിവർത്തിയില്ലല്ലൊ. സ്ഥലം പൊന്നുംവിലകൊടുത്തു എടുത്തിട്ടല്ലാതെ ഒന്നും ചെയ്യാൻസാധിക്കയില്ല.

[Most of the points urged have to be considered and decided bythe Road Board. That is to say, which roads, canals and bridges are necessary in each taluk or district; which of them have to be taken up first and constructed with the annual budget allotments; those are matters that have to be decided by that Board.

The Dewan then referred to his inspection of the Chalakkal *todu*. There is rock along the course of Chalakkal *todu* for a distance of about a furlong. To what depth it had to be blasted could not be decided now. The P. W. D. had been asked to submit a report on the subject. In regard to the point that as rubble is costly in the Changanacherry taluk, the local people will, if permitted, be prepared to have the rock blasted and removed at their cost, Government may have no objection to allow this, provided the people gave a written undertaking to that effect.

In regard to the Alleppey-Changanacherry canal, even as regards the portion where work is said to be almost complete, some more land has to be acquired and the P. W. D. has been asked to forward an estimate of cost for the acquisition. On receipt of that estimate, Government will do the needful without delay.

To the member's statement that the existing route is circuitous, the Dewan replied that the construction of the canal through private lands could be proceeded with only after their formal acquistion.]

38. Opening of land routes connecting the Changanachery town with the western pakuthies of the Changanachery taluk.

MR. T. THOMAS VAZHAYIL (*Changanachery taluk, Group II*) represented the need for constructing a bund along one of the banks of the canal from the Kavalikara cross to the Kidangara lighthouse. Portions of Kuttanad included in the Changanachery taluk, *viz.*, Veliyanad, Kidangara, Kunnankari, Ramankari, Mampazhakari, Kumarankari and Muttar *karas* were separated from the Changanachery town by the *punja* lands situated west of it which lay in a wide expanse of water covering an area of about 50,000 acres. The proposed bund would connect by land-route the eastern parts of Ambalapuzha with Changanachery. The agriculturists of the western parts of Changanachery would also be benefited by that route in that they could easily get coolies for agricultural purposes from the eastern parts at all parts of the year. The coolies also would not suffer for want of work. The total length of the proposed bund was only 2 miles. Of that length, the bund had been put up for a length of half a mile from Changanachery market landing to Kavalikara cross and the same

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planted with cocoanuts. The remaining distance of 1½ miles need alone be finished by the Government, by acquiring one chain width of land from the adjoining *punja* lands. If however the Government considered the cost of reclamation to be excessive, the lands so acquired might be registered to private individuals at the rate of 10 cents each subject to the condition that they would reclaim a portion of it at their own cost and leave a road 12 feet wide for public use. If applicants did not come forward to take up lands on the above condition, there were a few landlords of the taluk who were prepared to do so.

The next request of the member was for the extension of the Kurichi-Nilamperur ryots' road to the centre of the Chennankari *pakuthi* along the banks of the canal. The *pakuthies* of Kurichi and Nilamperur were connected with the M. C. road by the above said ryots' road. There were other places in the interior which suffered from want of communication. These were Chennankari, Valadi, Era and Narakatra. If the above-said ryots' road be extended along the banks of the Vankulammuttu *todu*, the places mentioned would be connected with the M. C. road. The length of the extension would only be half a mile and a scheme similar to the one suggested for the road mentioned first might be adopted in respect of the road also.

DEWAN'S REPLY: Mr. Thomas Vazhayil, you dealt in your representation with two matters. One is the opening of a road on one of the banks of the canal from the Kavalikara cross to the Kidangara light-house. This point has not yet been investigated by the P. W. D I shall ask the Chief Engineer to examine it and after investigation, we can consider whether there is any necessity for the road.

In regard to your second point, that can only be considered after the road itself is decided on.

39. Public Works in the Muvattupuzha taluk.

REV. PAULOSE SCARIA KATHANAR (*Muvattupuzha taluk*) said that Muvattupuzha taluk was backward in point of means of communication although, judged from population and revenue, it was one of the important taluks of the State. Unlike other taluks, Muvattupuzha had no facilities of water communication. The total length of roads in the taluk was only 153 miles. But if portions of the High Range roads running through the uninhabited portions of the taluk were excluded, the length would be much less. Want of means of communication had been brought to the notice of the Government through memorials, representations at the Assembly and discussions in the Legislative Council. As a result, Government had sanctioned some public works and provided funds in the Budget. But it was regrettable to find that many of the sanctioned roads were not taken in hand and some roads were left incomplete allowing the budget provisions to lapse. The following incomplete works should therefore be completed without further delay :—

(1) the Varapatti-Pottanikad-Neduvakad road;

(2) the Trikkariyur-Vettilapara-Periyar road;

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